

AUTOMOBILES.

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From Every Point of View, the GLIDDEN TOUR was a CLEAN SWEEP FOR THE WHITE

1.—All White Entries Made Perfect Scores.

Three contesting White steamers started and three finished with perfect scores.

2.—Superior Reliability of Steam.

100% of the White Steamers finished with perfect scores. 30% of the gasoline cars finished with perfect scores.

3.—All White Models Scored 100%.

The three White contesting cars were each of a different type, as follows: A 30 H. P. touring car and a 20 H. P. touring car competed for the Glidden Trophy and a 30 H. P. runabout competed for the Hower Trophy. In other words, a single entry of each type was sufficient to produce a perfect score for each type.

4.—Team Performance Unequaled.

The White was the only make, represented by three or more cars, which came through without penalization.

5.—The White Cars Carried No Extra Parts.

The White Steamers carried absolutely no extra parts, as is evident from an examination of the official lists in the current issues of the automobile journals. This means that the White, just as it is regularly equipped and delivered to private owners, is capable of completing, in faultless fashion, such an arduous trip as the 1,600-mile Glidden Tour.

6.—White Performance Clean-Cut and Decisive.

The White Steamers did not have any points rebated, penalizations removed, or protests lodged against them. Their performances were clean-cut, decisive and unquestioned. Each of the touring cars carried as a passenger throughout the tour a newspaper man or some other unbiased person, so that the statement each night of "no replacements" bore the signature of other than interested parties.

7.—Two 1906 Whites Went Through as Non-Contestants.

In addition to the three White contesting cars, two Whites of last year's model successfully completed the trip as non-contestants. One of these, fitted with express body, was used as a supply wagon by the Diamond Rubber Co. It carried the heaviest load of any car making the journey, and placed to its credit the longest trip ever completed by a commercial vehicle. The other non-contesting car carried representatives of the press.

Both of these cars had had a year of continuous hard service and their performance on this tour, when so many new cars were falling by the wayside, aptly illustrates the longevity of the White.

THE WHITE COMPANY, BROADWAY AND 62D STREET, NEW YORK.

AMONG THE AUTOMOBILISTS

VANDERBILT RACE FORMALLY DECLARED OFF.

Acting Chairman A. B. Pardington of American Automobile Association Racing Board Announces Abandonment of 1907 Contest, at Least as Far as the United States is Concerned.

Formal announcement was made yesterday that there will be no Vanderbilt cup race run in this country this year, and there does not appear to be the slightest chance that the 1907 contest can or will be run in any other country. The announcement had been preceded a couple of days by the news that the race had been called off, though some of those interested in the affair made a last attempt on Friday afternoon to secure proper guards for the course. The announcement was signed by A. B. Pardington, acting chairman, and F. H. Elliott, secretary, of the William K. Vanderbilt, Jr., cup commission, and reads as follows:

"There will be no contest for the William K. Vanderbilt, Jr., cup during the year 1907, at least in the United States. This announcement, reluctantly made by the commission, follows an attempt to promote the race covering several months. The unfavorable attitude of the governor of the State of New York with regard to the proposed use of the public highways for the purpose of the race, and the failure of the New Jersey State Senate to convene in special session owing to deadlock, the great distance

which the foreigners would be obliged to travel in the event of accepting the very cordial invitation of the governor of California, and the lack of assurance from Missouri, due to the absence of Gov. Folk from the State, that the guard of the State could be used, makes necessary the above announcement.

The donor of the cup, William K. Vanderbilt, Jr., and the chairman of the commission, Jefferson De Mont Thompson, have been in correspondence with the acting chairman by cable and it has been deemed wise in view of the delays and the foregoing conditions to defer the holding of the race in this country this year."

Although it was generally overlooked at the time, the employment of a piston displacement rating in three of the events in the Stuyvesant hill climb, contested near Cleveland, Ohio, on June 15, developed results so greatly at variance with the common run of victories as to bring out in bold relief the value of the method and incidentally to point to the possible utility of substituting universally for the vague and uncertain term "horse-power" the actual displacement of the motor, as indicating something positive and unequivocal and therefore well suited to the rigorous demands of the market, says the Motor World. In the event in question the victory was finally awarded to the car which finished third in point of actual time, thus proving that in proportion to its capacity its performance was far better than that of the two machines which made the same ascent in five and seven seconds less time, respectively. The natural inference as to the value of displacement in a more general way is most imminent.

Superficially it appears that whereas horse-power is positive, displacement is merely a comparative method of rating motors and therefore of little real significance. But

when it is considered that horse-power is nothing more or less than a comparison with an ancient standard serving a purpose merely as a convenient substitute for the more cumbersome unit of foot-pounds per minute, which it symbolizes, while the displacement is absolute in its application to any given motor and moreover under uniform conditions of design stands for a fairly close proportional to horse-power in actual value and meaning it appears that the difference between the two balances rather in favor of the displacement than otherwise.

Horse-power has become a term to quibble with and a subject for gross misrepresentation among the makers. The public has absolutely no check upon it. Hence it is desirable that some basis of rating be agreed upon which shall be at once representative of something tangible, of meaning in relation to the probable power and also simple to comprehend and easy to obtain. In the latter respect at least the displacement basis answers the requirement, and if properly handled it also should make for proper design, since the most power for the least displacement per minute incidentally signifies the greatest output for the least consumption.

The supervisors of Onondaga county of this State will start proceedings to compel the Syracuse and Fayetteville Toll Road Company to improve its road or throw the toll gates open to the public. This road is on the main line across the State from Albany to Buffalo and is much travelled by motorists. Petitions will be filed with the high way commissioners of the towns of DeWitt and Manlius calling upon them to have the toll company place the road in a more satisfactory condition and live up to its charter. The charter of the company requires that the toll gates must be at least three miles apart, while the distance between the two gates of this road is 2½ miles.

Generally when an automobile tire bursts on the road the driver searches around for the sharp stone or other cutting object and

falls to find it. As a matter of fact, says a leading French tire expert, a tire rarely bursts immediately after coming in contact with a sharp stone, and the victim of a blow out should not search around him on the road, but go back twenty or thirty miles if he wishes to make acquaintance with the cause of his disaster. After some heavy strain on his fabric a tire may possibly depart thus present life on the lonely highway. The decrease may be legitimate, arriving after long loyal service, or it may be that a strong constitution is undermined, after a short life through excesses of the lord and master. It should never be forgotten that weight is a deadly enemy. Inadequate pressure causes rapid deterioration of an automobile tire. If an accident happens when a car is loaded and the pressure in the tire is low or when it ought to be the driver frankly takes the blame on himself. Sometimes the blow out will occur when the driver is alone in the car and when his tires have been inflated to the exact degree. Or it may be, though it is rare, that the disquieting report is heard when the machine is in the garage. In such a case the manufacturer is blamed for supplying an inferior article, blamed vigorously and with apparent justice. The automobilist should consider, however, that he may after all be responsible. His tires are properly inflated to-day, but in what condition were they used yesterday and the day before is another question.

The Norristown Automobile Club of Norristown, Pa., has posted signs on all the roads leading into that town on which the local policemen have measured off a quarter mile stretch and placed watchers. One of these signs is placed at each end of the trap. Many Philadelphia and tourists from different States, lured into a trap too fast for the speedster roads, have paid tribute to the Norristown treasury, but the local automobilists are determined to put a stop to the nuisance if they can. They hope the signs will do the trick, but if not they are prepared to adopt more radical measures. The signs read

"Warning! 'Slow down!' 'You're in a pelice trap!'"

While the average driver of some little experience ordinarily has small difficulty in detecting the presence of a flat tire on his car almost as soon as it "goes down," there are certain conditions which make it rather difficult until the rim happens to strike some substance like a stone, when frequently considerable damage may be done to the shoe, while the novice as a rule is absolutely unaware of any tire trouble until he is informed of the fact. On this account punctured tire indicators have been contrived at one time or another, designed to indicate promptly any failure on the part of the "understanding" of the car. That none of them have come into popular usage need not necessarily be counted against them, for they are of various sorts and apply such a large number of principles that they are at least interesting as examples of ingenuity.

A recent foreign invention along this line is particularly simple. It consists of a small metallic cylinder clamped to one of the spokes of the wheel and containing a plunger held rigidly outward by a light spring and extending inwardly nearly to the hub and on the inside of the wheel. Its lower extremity is capped with a foot, also of metal, semi-circular in shape, and projecting just below the rim and alongside the inner side of the tire. Whenever the tire becomes deflated this foot touches the ground at every revolution of the wheel, thus depressing the plunger and causing its inner end to come into contact with an insulated terminal carried on the axle. The circuit thus completed causes an electric bell to ring, and even may be made to drop an indicator showing which tire is at fault.

Whether it is the air from Lake Erie which makes automobiles decrease in value rapidly after they have been used at all, or because the citizens of Cleveland have inside methods of securing machines at greatly reduced figures, it is nevertheless a fact that owners in

WITH BONNET SEALED— A Flawless Record From Start to Finish.

Elmore
Valveless 2 Cycle

"For all practical purposes the grandest performance of this or any previous Glidden Tour."

That was and is the consensus of opinion concerning the wonderful achievement of the valveless two-cycle Elmore in coming through the Glidden Tour with bonnet locked and sealed.

At the outset good friends of the Elmore shook their heads doubtfully and said: "You're running a risk."

We knew we were not.

Every Elmore owner knew we were not.

We've been preaching and proving for years that all the Elmore engine needs is a good fat spark—that the continuous impulse principle eliminates every weakness that would make such a test a dangerous risk for the four-cycle type.

We knew that unless it was wrecked by accident it would not be necessary for a human hand to touch the Elmore engine.

We proved that in the last Glidden Tour—but we wanted to make the proof so conclusive that the whole world would know it.

So, in the presence of a committee in Cleveland we locked and sealed the bonnet and relinquished the key. If we won—it meant that the most brilliant performance of any and every other car was outdone and outshone.

They could coax and tinker, renew, repair and replace—we had voluntarily put the Elmore engine to the most terrific test to which any car in this country has ever been subjected.

We won—just as we have won time and time again in the hands of hundreds of owners who have put the valveless two-cycle engine into direct contest with the best four-cycle cars made.

Just as quickly as it can be done we're going to put the story of this wonderful tour into print.

In the meanwhile, you will want to know all about "the car that has no valves"—the car that is making automobile history—the car that cannot keep up with the demand while many four-cycle cars are languishing.

Write for the booklet, Our Daily Mail, and get in touch with our local agent.



ELMORE MFG. CO., - CLYDE, OHIO.
Members A. L. A. M.

A. ELLIOTT RANNEY & CO.,
1851 Broadway, New York.
Telephone 3850 Cal.

Perfect in the Glidden Tour.
Perfect in the Sealed Bonnet Contest.

ROYAL TOURIST

In Every Test of Reliability and Endurance
FIRST AMONG THE BEST

¶ The Royal which finished with a perfect score in the Glidden is the same car which finished with a perfect score in the Sealed Bonnet Contest.

¶ Prior to the Glidden this car covered 2,187 7-10 miles with the Automobile Club of America seals intact. In the Glidden it covered 1,600 miles more, driven without a mechanician.

¶ No mechanic has touched the engine since the seals were placed on the bonnet, thus placing on record one of the most remarkable runs in the history of the Automobile.

N. B.—Always willing to attempt a little more than the severest test yet promoted, the same Royal was started over the road to Cleveland on Friday just as it came out of the Glidden Tour.

GUARANTEE FOR ONE YEAR IMMEDIATE DELIVERY.

C. A. DUERR & CO., Inc.,
2182 Broadway, 78th St. Subway.

the big Ohio city value, their automobiles very cheaply, particularly when the assessor visits them. John D. Rockefeller, for instance, who has a stable of eight machines, including a splendid limousine built to his order, values them at \$1,300, while Alexander Winch says he uses a \$300 car. The most valuable machines in the city are those owned by Mayor Tom L. Johnson, according to the tax duplicate. He has three cars, two American touring cars and one of a famous French make, which have a total valuation of \$4,700.

Samuel Mather, one of the richest men in the city, gets along finely with an automobile worth \$50, and a number of other owners in the city have been cutting quite a dash with cars said to be worth from \$50 to \$100 apiece.

It is reported that chauffeurs must hereafter wear a severe and not satisfactory before being allowed to drive in Germany. The police and medical authorities are said to be behind the agitation for such a regulation.